

SHIPPING.

ARRIVAL.

JANUARY 18.—Wild Irish Girl, brig, 124 tons, Captain Todd, from Melbourne, at the 11th instant. Passengers—Herr. Watkins, Mrs. Hart, and 11 others. Passengers—Herr. Watkins, Mrs. Hart, and 11 others.

JANUARY 18.—Sarah Ann schooner 134 tons, Captain Cannon, from Melbourne 11th instant, in ballast. Passengers—Mr. and Mrs. Carter, Mr. McEvilley, and 1 in the steerage. Ladley, Simmonds, and Co., agents.

DEPARTURES.

JANUARY 18.—Chambers, for Guiana.

JANUARY 18.—Iron Prince (s.) for Twofold Bay.

PROJECTED DEPARTURES.

TEN DAY.—For Port Phillip, Port Fairy, Indi, for Batavia; Dominia, for Madras; Little Rock, for Melbourne; Uncle Tom and Phatty Rahman, for Guam; City of Melbourne (s.), for Moreton Bay.

CLEARANCES.

JANUARY 18.—Lallah Brook, brig, 155 tons, Captain Grey, for Melbourne.

JANUARY 18.—Uncle Tom, barque, 150 tons, Captain Lancaster, for Guiana, in ballast.

JANUARY 18.—Phatty Rahman, barque, 141 tons, Captain Ellis, for Guam, in ballast.

COASTERS OUTWARDS.

JANUARY 18.—Maria Prudence, for Port Stephens, in ballast; Captain for Morphett, with sundries; Perseverance and Petrel, for Newcastle, in ballast; Iron Prince (s.), for Twofold Bay, with sundries.

IMPORTS.

JANUARY 18.—Wild Irish Girl, from Melbourne: 2 cases cigars, T. Bradley; 200 cases glass; 9 cases white, 1 case tarts; 100 sacks potatoes; 40 bags corn; 12 bags wheat; 6 bags onions; 8 boxes eggs; 100 plus 4 cases; Tamar, (s.), from Morphett, with 120 bags maize; 100 bags flour; 100 bags wool; 100 bags tail; 100 bags maize; 1 bag tobacco; 4 cases; 17 bags; 4 cases fowls; 6 bags eggs; 19 sheep; 4 horses, and sundries.

EXPORTS.

JANUARY 18.—Lalla Brook for Melbourne: 55 cases cigars, T. Bradley; 200 cases glass; 9 cases white, 1 case tarts; 100 sacks potatoes; 40 bags corn; 12 bags wheat; 6 bags onions; 8 boxes eggs; 100 plus 4 cases; Tamar, (s.), from Morphett, with 120 bags maize; 100 bags flour; 100 bags wool; 100 bags tail; 100 bags maize; 1 bag tobacco; 4 cases; 17 bags; 4 cases fowls; 6 bags eggs; 19 sheep; 4 horses, and sundries.

SHIP MAIL.

Mails will close at—For Callan.—By the Franscophone, this day, at noon.

For HORSE TOWN.—By the Emma, this day, at 6 p.m.

For LIVERPOOL.—By the Queen, this day, at 6 p.m.

For WELLINGTON.—By the William Alfred, this day, at 6 p.m.

For BATAVIA.—By the Nieuwlands Indie, this day, at 6 p.m.

For LONDON.—By the Windsor, this day, at 6 p.m.

For NEW YORK.—By the New York, this day, at 6 p.m.

For MELBOURNE.—By the City of Melbourne (s.), this day, at 5 p.m.

GEELONG.

ARRIVAL.—Adah, from London.

DEPARTURE.—Pirate, for Launceston.

CUSTOM HOUSE.—Entered outwards.—JANUARY 18.—Prince of the Seas, ship, 140 tons, Brown, from Iron Prince (s.).

Welsh, for Twofold Bay, for London; on the sum of £1800, to Messrs. Buyers and Learmonth. The brig Amala the First was bought in for the sum of £1800.

Wild Irish Girl, in company on Tuesday, with Captain Jenkins, left a port and a barque with top gallant-masts gone, both bound for Sydney.

The Wild Irisher, Captain Kelly, is on the patent slip getting caulked and re-caulked: she will come off about Friday.

The Sarah Ann saw the Warratah steamer yesterday morning at dry dock, bound for the southward of Wollongong.

Amala and Captain Jenkins, with a barque and two sailing vessels and steamers which arrived at Hobson's Bay between the 5th and 10th of this month was 41.

The number of clearances outwards, however, has been small, and the number of arrivals, though the vessels can be discharged, and obtain sailors, as compared with the difficulties which existed twelve months ago, when the vessels were very large, while the clearances did not amount to more than 12 or 13.

Cargo of the Estates from Hamburg, arrived at Melbourne: 150 cases whisky, 200 cases liqueurs, 120 cases wine, 95 packages coffee, 50 bags sugar, 22 packages sundry groceries.

Cargo of the Ibernia, from Cobin, arrived at Melbourne: 211 pieces plates, 21 boxes oil, 21 boxes cake, 53 boxes gin, 100 boxes tea, 100 boxes coffee, 100 boxes biscuits, 172 bundles, 225 bags, 1000 pieces glass, 100 boxes fruit, 100 boxes flour, 100 boxes butter, 100 bags peaches 1100 bags, 8000 feet lumber, 200 boxes wine, 200 boxes coffee, 12 packages brandy, 51 cases rum.

Wares of var. GASTAVI.—We have been favoured by Mr. Nathan, with the person of a letter addressed to Mr. William Rogers, of Tasmania, by Mr. John Nathan, relative to the present state of the colony. From his information we learn that it would appear that the report of certain Islanders having planned the wreck is without foundation.—D'Estrees Bay, Kent.

Mr. Nathan, in informing us that he arrived here yesterday afternoon, about 3 o'clock, informed the party and some of the stores, and came along with them, and said that he had been much gratified in finding out that the wrecks had been safely discharged, and nothing removed.

Admiral Register.

WRECK OF THE MURRAY.—The iron tramroad between Port Elliot and the Goolwa Wharf, which is now nearly completed, has been already used for the conveyance of goods.

At first the road was to be 12 miles long, but it was reduced to 9 miles.

The cargo of the latter vessel is being conveyed from the Goolwa to Port Elliot, and delivered to the Lady Augusta at the Goolwa.

The government agrees to supply bullock drays for the delivery of the goods, and the cost will be paid by the owners shifting per ton per mile for the entire distance; when the tramroad is finished, the price will be sixpence per ton per mile.

Adelaide Register.

ROYAL VICTORIA THEATRE.

For the benefit of Mrs. and Miss HART, who, upon this their joint appeal to their friends and the public generally, beg most respectfully to solicit a share of patronage which they are proud to offer.

The production of the celebrated drama of CARNABY CUT, PURPLE.—Michael Gordon, Mr. Headlam, Charles Gascoigne, Mr. St. John, Mr. S. H. Hart, Mr. J. F. Bell, Mr. Richardson, Pamblo Ferdinandos, Mr. Rogers, Barnaby Featherstone, Mr. Bruton; Miss Hart, Mr. King, Mrs. Green, Mrs. Hart, Mrs. Hart, Miss Hart, Mrs. Maguire, Mrs. Guerin, Mr. Black, Mr. C. King, Zinga, Mr. Ward, Harry Hall, Mr. Griffith, Mr. Tilier, Mr. Richardson; Watchful Wazond, Mr. Bruton; Mr. Hart, Mr. King, Mrs. Mayford, Mrs. Green, Mrs. Hart, Mrs. Hart, in the Box Office, and Mrs. Hart at residence, Yarlung street, Woolloomooloo.

DIARY.

MEMORANDA TO NEXT PUBLICATION.

JANUARY 19.—Rivers 10th Sets 10th Morn. 10th Even.

19—TUESDAY. 5 9 7 13 12 8 12 26

Moons—Last quarter 11 h. 27 m. A.M., January 22.

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Pamblo Ferdinandos, Mr. Rogers, Barnaby Feather-

stone, Mr. Bruton; Miss Hart, Mr. King, Mrs. Green,

Mrs. Hart, Mrs. Hart, Miss Hart, Mrs. Maguire, Mrs. Guerin, Mr. Black, Mr. C. King, Zinga, Mr. Ward, Harry Hall, Mr. Griffith, Mr. Tilier, Mr. Richardson; Watchful Wazond, Mr. Bruton; Mr. Hart, Mr. King, Mrs. Mayford, Mrs. Green, Mrs. Hart, Mrs. Hart, in the Box Office, and Mrs. Hart at residence, Yarlung street, Woolloomooloo.

THE Sydney Morning Herald.

THURSDAY, JANUARY 19, 1854.

THE NEW RAILWAY MOVEMENT.

A NUMEROUSLY and very respectfully signed advertisement invites a public meeting of the colonists on Friday next, to take into consideration the best means of facilitating the construction of railways throughout the colony.

This reminds us of the fact that it is exactly eight years since the railway movement commenced, the primary public meeting having been held on the 29th January, 1846. And the fact suggests the inquiry, how is it that after so long an interval the colony is still without a railway? Assuredly not because its inhabitants have been satisfied with the roads they have. No, but because for a long while they could not be convinced that the thing was at all feasible—that the time had come when the colony could ensure to railways an amount of traffic which would remunerate the capital employed in their construction and maintenance. A considerable portion of these eight years, not less than about the first seven of them, was consumed by our railway promoters in battling with the stubborn incredulity which thus encountered them at every turn, and disputed every inch of their way. They conquered at last, but in some important respects the victory came too late.

It came when labour and materials, even in the parent country, had ceased to be plentiful and cheap, and had taken the opposite direction of waxing extremely scarce and extremely dear.

It came when the colony had lost its self-possession, when its sober and industrious habits had become seriously endangered by the maddening effects of its great discovery. Had the delay not taken place—had the sound argu-

ments and stirring appeals of the first Provisional Committee impressed conviction and roused activity among the thinking and moneyed classes—had the shares of the original project been purchased as promptly and as liberally as our capitalists could afford—and had the promoters, thus furnished with the sinews of war, prosecuted the undertaking just as fast as the resources of the labour market would allow, what would have been the consequence? Why, we speak advisedly, a railway would this day have been at work between Sydney and Goulburn—lateral branches in the course of formation every here and there—and measures in progress for extending the grand trunk to the banks of the Murray, and thence to the capital of the neighbouring province.

How such an achievement would have served our general interests at the present trying crisis—how it would have provided visions into our markets, filling them with the choicest of corn, of meat, of vegetables, of fruits—how it would have supplied the householder and the manufacturer with ample store of fuel—how it would have brought into our towns, and especially into our ambitious metropolis, all sorts of building materials, timber, stone, lime, and even marble and iron—and how hereby it would have moderated the rates of wages, relieved the cost of living, and enhanced the innocent enjoyments of life—the reader may better imagine than we can pretend to describe.

But though these blessings have been lost—though our past supineness, however much to be regretted, cannot be recalled—there is no ground for despair, nor time for bootless self-reproach. The future opens before us, and a glorious future it is. Through the vista of as many years as have elapsed since the 29th January, 1846, what visions of prosperity may not the Australian imagination descry! If two years have wrought changes so stupendous in all that relates to our material wealth and our social aggrandizement, what may we not expect from the ten years ending in 1864? For this brilliant futurity it is now our business to make all suitable preparation, to the best of the judgment we can exercise, and of the means we can command.

No preparation can be more important than that of opening up facilities of communication between the extremities of the country and its seaport towns. Till this be done, our gold, as an instrument of civilization, can avail us little. Nay, it must operate as an instrument of social degeneracy. Already, in very many instances, that abandonment of farms and runs for the gold fields, which is everywhere deplored, would not have happened had our farmers and graziers enjoyed ready access to markets for the gold fields, a more effective restraint on the passion for gold-hunting, a more quickening stimulus to agricultural and pastoral industry, could not be brought to bear upon the Australian colonies than the simple expedient of railway communication.

We rejoice that so many of our fellow-colonists, men of mark, and of shrewd discernment in matters touching "the main chance," have taken these views, or views not dissimilar, on the great question before us.

The meeting they have called is not for local but for general purposes—to consider the best means of facilitating the construction of rail-

SOUTH AUSTRALIA.

(From *Adelaide Papers* to the 7th instant.)

The David Malcolm arrived from Plymouth on the 4th.

The first Government land sale for the new year had commenced auspiciously, the sum of £76,471 10s., having been obtained for the day's sale on the 5th instant, the average price obtained for country land was £1 14s. 7d. per acre,—a small section near Crafer's selling at the rate of £1 10s. 7d. per acre.

The settling day of the Adelaide races took place on the 5th instant, when £282 3s. was distributed amongst the successful competitors.

The fourteenth anniversary of the Total Abstinence Society for South Australia was celebrated, by a tea party at Bentham-street Chapel, on Saturday evening.

The annual report stated that meetings had been held, and signatures to the pledge obtained, at North and South Adelaide, Norwood, Hindmarsh, Mitcham, Edwards Town, &c., &c. Societies had been formed at Kensington and Mount Barker, under promising prospects.

The number of persons having signed the pledge during the year in Adelaide and neighbourhood is 239. The Total Abstinence Band of Hope has likewise been formed, drawn from among the juveniles, and 116 have joined the pledge, whose numbers are rapidly increasing.

It is allowed that the vessels arriving with immigrants, &c., had been visited, and the reading of the report, which was a lengthy document, was concluded amidst the applause of the meeting.

The balance sheet of the account of the Society's receipts and expenditure, showed that the receipts were £292 12s. 3d., and the expenditure, including a remittance to England, for tracts, £27 13s. 2d., leaving a balance of £24 10s. in favour of the Society. Amongst the resolutions adopted by the meeting was one for establishing a Model Temperance Magazine.

The first meeting was opened by a person rising and asking, "What was the best drink for a hardy sailor?" Mr. Barlow said he thought that question might be answered by asking another, namely, "Do not the ox and the horse work hard, and what was their drink?" Mr. Barlow then proceeded to show the evils of strong drink on the constitution, particularly in hot weather; and although he admitted that tea and some temperance drinks might be refreshing, he firmly believed that in all climates water is best, and the more so, as the water of the Murray is salt. He gave his testimony in favour of cold water having been a cold water drinker for about nine years, rarely drank anything else. [Mr. Barlow, we calculate, would be rather nonplussed, if his principle were carried out, by insisting upon his recruiting himself, after a hard day's labour, with a feed of oats or a rack of hay, because the horse and the ox find ample refreshment in such fodder.] It is a pity to see a really well-intended movement disfigured by such illogical absurdities.

The Register reports as under upon the Echuca

Bill in all its integrity: and there seems to be no reasonable doubt of its being adopted, just as it stands. What most distinguishes in the whole business, however, is the fact that the leading journal has suddenly and strongly wheeled round in its political principles. From being the most decided of "whole hog" democrats, it has become the opponent of American democracy—the ardent admirer of the British Constitution—the disciple of De Tocqueville—and the advocate of the House of Lords. Depend upon it, there are occult causes working to unexpected ends in this strange colony of Victoria.

L. A. W.

SUPREME COURT.—WEDNESDAY.

SMITH AND WIFE v. DAWES AND OTHERS.

This is the judgment of the Court in this case.—

This is a proceeding in equity, to obtain a declaration of title. Complainants are Mr. Smith, Foster, and Foster, who are grantees of land in Bligh-street, in Sydney, as trustees for Mrs. Smith; and the defendants are the trustees of the Crown, to whom the land was granted by the King in 1812.

Mr. Smith and Foster, who are claimants, are entitled to the land in question, and the defendants are entitled to it.

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AUSTRALIAN MARINE ASSOCIATION,

MELBOURNE, Capital £500,000 in 1000 Shares.

A. A. Bradford, Esq., Chairman.
H. A. Coffey, Esq., Deputy-Chairman.
W. H. Trenerry, Esq., John Stew., Esq., Mr. Waller, Esq.,
J. G. Parsons, Esq., Captain Gilbert,
MAURICE MORTON—Captain Gilbert.LONDON AGENTS.—Messrs. Duncan Dunbar and Son,
Agents of Premiums, Per cent, by First Class Vessel.

Guineas.

Wide Bay 10 Auckland 1
Nicholson 2
Mackay 2
Baldwin River 24
Clarence River 24
Nile River 24
Port Phillip 1
Port Phillip Bay 24
Port Phillip, Docks, steamers 24
Portland Bay 24
Port Phillip 24
Adelaide 1
Swan River 24
South America 1
Robert Town 1
Circular Head 1
Port Phillip 1
Ditto, steamers 11
Port Phillip Bay 24
Adelaide 1
Swan River 24
South America 1
Robert Town 1
Circular Head 1
Gold a

Three Miles on First Class Vessels:—

Three miles on per cent.

One mile ditto.

Whaling voyages.

RAIGH, MONDAY, and CO., Agents,

21, Hunter-street.

January, 1854.

SYDNEY FIRE INSURANCE COMPANY.

FIRE INSURANCE COMPANY.

President: John Fairfax, Esq.

Vice-Presidents: W. H. Trenerry, Esq., Directors.

Treasurer: Mr. James Hume, Esq.

Surveyor: Mr. James S. Mitchell.

The Directors of the Sydney Fire Insurance Company, all the interests of the public to the following reduced scale of their rates of premium:

Shaded buildings, 5s. to 12s. per cent.

Section B.—Shaded buildings, 12s. to 20s. per cent.

Section C.—Weather-boarded buildings, 12s. to 20s. per cent.

This FIFTH PER CENT. will be returned to the respective members on all parts of the premium, the actual cost of insurance will be one-half only of the above rates.

The Company is established upon the principles of the Axel Gesell Fire Insurance Company, of Berlin, and the Fire Insurance Companies in Germany, and which established, on the occasion of the great fire in Hamburg, the soundness of its principles. It has paid all losses in full, without inconvenience to itself.

All parts of insurance in this Company may be taken up at any time, and the previous inspection of the regular book as to the utility of members to make good the amount of their respective contributions.

Application for Insurance is to be made to the Secretary, at the office of the Company, Pitt-street.

J. S. MITCHELL, Secretary.

No. 11, Pitt-street, in case of fire, particulars required to give notice to the Fire Department, or to the Fire Department, or to the Marine Station, No. 265, George-street, brickfield-hill.

THE GOVERNMENT OF GUO JUNI, Treasurer, and

Goods to England, France, India, and China, via Overland Route, Chap. of Good Hope, and Cape.

The London and Sydney Branches, Office, have been removed to the new General Insurance Office, Pitt-street, to be managed by managers of the Provincial and Oriental Steam Navigation Company, of the General New Steam Company, of the Bank of England, and other first-class steamers; covered by open letters of credit, and the chief offices in London. In case of loss, the London and Sydney Branches, will be entitled to compensation, until satisfied. Apply to J. S. SPARKE, Agent for Sydney, and General and Oriental Steam Navigation Co's Office, 503, George-street.

AUSTRALIAN GENERAL INSURANCE COMPANY.—Notice is hereby given that the half-yearly meeting of the shareholders of this Company will be held in the office, George-street, on Wednesday, the 1st day of January, at two o'clock, to consider the reports of the Directors, and to appoint a Director to the term ending January 1st, 1855, appointing Andifiers in the room of John Croft and James E. Edwards, Esquires, whom term of office expired on the 1st day of January, 1854, and who may be re-appointed to the same term, if the Directors so determine before the meeting. JOHN D. GIBSON, Secretary, Sydney, 16th January, 1854.

ENGLISH, SCOTTISH, AND AUSTRALIAN CHARTERED BANK, Capital £200,000.

DIRECTOR.—Sir P. A. Cargill, Esq.

Manager.—John Young, Esq.

Secretary.—James Hume, Esq.

Surveyor.—Mr. James S. Mitchell.

The Directors of the English, Scottish, and Australian Chartered Bank, all the interests of the public to the following reduced scale of their rates of premium:

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AGENTS OF THE BANK IN THE UNITED KINGDOM.

Bank of Ireland—Dublin, Belfast, Cork, Galway, Limerick, Waterford, Cork, Limerick, and Belfast.

British Linen Company—Edinburgh, Glasgow, Dundee, Inverness, Aberdeen.

Campbell, Bruce & Co., North of Scotland Banking Company, Hampshire Banking Company; Harris, Baines, and Co., Lancashire; Sir Jas. Heywood and Co., Manchester; Messrs. Lumsden, and Co., Royal Bank of Liverpool; West Lancashire and West Cheshire.

Fussey Agents—India, Ceylon, Singapore, and China—Oriental Bank Corporation; Caps of Good Hope—Messrs. Thomas, Watson, and Co., Liverpool.

Bills of Exchange on Scotland purchased and sold, and local Bills of Exchange on Melbourne, and Bills of Exchange on the Caps of Good Hope, for purchase and sale.

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THOMAS A. CAMPBELL, Manager.

Globe—Insurance.

0 BIRMINGHAM BANK CORPORATION.—(Incorporated by Royal Charter.) Paid-up capital, £100,000, with power to increase to £200,000.

HEAD OFFICE—London, 7, Walbrook, City.

Treasurer—John C. Sturt, Esq.

Inspector—C. J. Sturt, Esq.

Sub-Inspector—P. R. Kenan, Esq.

Bankers in London—The Bank of England; the Royal Bank of Scotland.

Agents in Scotland—The National Bank of Scotland.

Agents in Ireland—The Provincial Bank of Ireland.

Agents in Australia—Sydney, Melbourne, and Hobart.

Agents in New Zealand—Wellington, Dunedin, and Otago.

Agents in Ceylon—Colombo.

Agents in India—Calcutta, Madras, and Bangalore.

Agents in China—Canton, Foochow, Ningpo, Amoy, and Foochow.

Agents in Japan—Tokio.

Agents in America—New York, Boston, Philadelphia, and New Orleans.

Agents in Australia—Adelaide, Melbourne, and Sydney.

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